

To-day's
Advertisements.THEATRE ROYAL.
MESSRS. DALLAS AND MUSGRAVES
THEATRICAL SEASON.

TO-NIGHT! TO-NIGHT!

LAST NIGHT OF
MRS. HARRIETT BEECHER STOWES
IMMORTAL WORK

"UNCLE TOM'S CABIN"

(TO-MORROW) SATURDAY NIGHT,
Grand Production of
THE WORLD RENOWNED DRAMA
"THE SILVER KING"
(Special scenery painted for this great
production.)NOTICE.—By kind permission of the officers,
the Band of H.M.S. "Victorian" will play the
incidental music under the direction of Mr. W.
Fleming Vallance.Prices.—\$2, \$3, and \$1.
Soldiers and Sailors (in uniform) half-price to
back seats only.

Box Plan at the ROBINSON PIANO CO.

NOTICE.—A special train will run a quarter of
an hour after fall of curtain every evening.
W. H. BROWN, Business Manager.
Hongkong, 7th April, 1899. [424a]

A SILE DE LA SAINTE ENFANCE.

For the Benefit of the

FRENCH CONVENT.

"A GARDEN FÊTE"

AND

"FANCY FAIR,"

Will be held on
SATURDAY, 15th APRIL,
On the Lawns at
EAST POINT.By kind permission of the Hon. J. J. BELL
(IRVING).

Full particulars will be published later.

Entrance ONE DOLLAR.

Afternoon 4 to 6.30

Evening 8.30 to 10.30

Hongkong, 7th April, 1899. [471a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship"HAIYUN,"
Captain Ramsay, will be despatched for the
above Ports on SUNDAY, the 9th instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, 7th April, 1899. [473a]

CHINA NAVIGATION COMPANY,
LIMITED.FOR MANILA.
The Company's Steamship"TSINAN,"
Captain Ramsay, will be despatched on
TUESDAY, the 18th instant, at Noon.The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th April, 1899. [467a]

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS SYDNEY AND MELBOURNE
VIA MANILA.

The Company's Steamship

"TSINAN,"
Captain Ramsay, will be despatched on
TUESDAY, the 18th instant, at Noon.The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. CO. and vice versa.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th April, 1899. [466a]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.FOR NEW-YORK VIA SUEZ CANAL.
The Steamship"CANTANIA,"
Captain Müller, will be despatched as above
on or about the 8th May.For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 7th April, 1899. [472a]

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBROUGH, LONDON
AND STRAITS.

The Steamship

"GLENSHIEL,"
having arrived from the above ports, Consignees
of cargo by her, are hereby informed that
their goods are being landed at the
Kowloon Wharf and Godown Co., Limited,
at Kowloon, where delivery may be obtained.
Optional cargo will be forwarded under
notice to the contrary be given before Noon,
TO-MORROW.Cargo remaining undelivered after the 14th
instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all
claims for damages and/or shortages not later
than the 21st instant, otherwise they will not
be recognized.Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th April, 1899. [476a]

To-day's
Advertisements.

HONGKONG FOOTBALL CLUB.

FIFTH ANNUAL DINNER.

TO-MORROW (SATURDAY), at the
HONGKONG CLUB at eight o'clock.
Hongkong, 7th April, 1899. [475a]

WANTED.

A CHINESE CLERK. Must be able to
write and speak English well. No others
need apply. By letter only, to—
Manager,
VACUUM OIL COMPANY,
Hongkong.

Hongkong, 7th April, 1899. [474a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ANCONA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From Persian Gulf, &c. &c. &c.
From Zanzibar, &c. &c. &c.
Goods not cleared by the 13th instant, at 4
P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage obtained
from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.H. A. RITCHIE,
Superintendent.

Hongkong, 7th April, 1899. [5]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Liquids and General Use.)

B.—VINTAGE superior quality.

Red Capsule \$14.30

C.—FINE OLD VINTAGE, super-
ior quality. Black
Red Capsule 16.20D.—VERY FINE OLD VINTAGE,
extra superior. Violet
Capsule (Old Bottled) 20.40Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.These Wines are too favourably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

BIRTH.

On the 26th ult., at Butterworth, P. W., the
wife of E. C. FOSTON, of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 7, 1899.

NOTES AND COMMENTS.

When we wonder, will our Public Works
authorities awaken to the fact that roads
are intended to ride and walk upon and
should consequently be kept in as clean a
state as possible in order to avoid inconve-
nience to the public? When the weather is dry
the roads become so many dusty deserts and
when the rain sets in they are quickly trans-
formed into so many expanses of slimy mud
in which the pedestrian slips and slides and
wallows until he wonders whether he be in-
deed a man or a figure of some heathen
deity newly daubed with wet clay.How is it that our streets are always in a
state of either dust or mud? They claim a
very fair and liberal share of the public
expenditure, they are constantly—much too
constantly, if the truth be told—being re-
paired and yet it seems that the P. W. D.
folks find it impossible to keep them in
anything approximating decent
order. Other colonies have roads;
other colonies have drains and other
colonies have rain and yet they manage to
keep their roads and streets in decent order.
Surely there must be a screw loose some-
where. The Public Works' officials appear tothink that their labours end with the con-
struction of a road and that once the roller
has made its last trip over the new section
matters can be allowed to take their course
until such time as repairs become imperative.But this is not the proper way in which to
regard matters. The officials must remember
that the public have to be considered.
The officials are employed for the public
convenience and the public does not exist
for the benefit of the officials. Therefore it
behoves the officials to do all in their power
to render the lot of the public as pleasant and
free from inconvenience as possible and to
allow the roads to become dust heaps or
mud baths, according to meteorological
conditions is not the proper way to ensure
the public comfort. In England we have
seen road-sweepers at work which cleared
the streets of mud and slush, and where
these were not in use, gangs of road scrapers
were employed. We believe that the cost
of a couple of road-sweeping machines
would not be prohibitive and, even
if such should prove to be the case, labour
is cheap enough here to allow of a few
men being employed as scrapers. At present
we have not even a crossing sweeper,
and a journey from one side of one of
our main thoroughfares to the other is
more in the nature of a paddle across a
mud flat than the simple crossing of a
street in a civilized town.

REUTER'S TELEGRAMS.

THE SAMOAN NEGOTIATIONS.

LONDON, April 7th.

Great Britain has assented to the Samoan
Commission in principle but delays a final
assent until the composition of the powers of
the Commission are settled.

THE IRISH PARTIES.

At the recent conference in Dublin the
leading Parliaments were conspicuous by their
absence and it is believed that the proposals
for the union of the parties will lead to nothing.

THE PERSIAN GULF.

The German Cruiser *Arcona* has unex-
pectedly arrived at Muscat after visiting other
ports in the Persian Gulf.

WEATHER REPORT.

The Observatory report says:—On the 7th
at 11.55 a.m. The barometer has risen on the
S. coast of China, fallen on the E. coast. The
high pressure area remains central over China,
with moderate gradients and fresh monsoon on
the coast, and strong monsoon in the N. part
of the China Sea. Forecast:—Moderate N.E.
and N. winds; drizzling rain at first, improving
later.

LOCAL AND GENERAL.

The Annual Dinner of the Hongkong Football
Club will be held to-morrow.The performance to be given by the French
Comic Opera Company on Monday next will be
under the patronage of His Excellency the
Governor.CAPTAIN Bahrst of the steamship *Haimun*,
which arrived to-day from Swatow, Amoy and
Tamsui, reports passing a derelict, dismantled
junk, on the 4th inst., in Lat 25° 7' W. Long.
120° 57' E.The Eleventh Club Race of the Royal Hong-
kong Yacht Club will take place on Sunday
next. Course: from Police Pier round North
Fairway Buoy, to "board, round mark-boat
off Lyemum, to starboard, and back to Police
Pier, 12 miles.At a meeting of the British Empire League,
presided over by the Duke of Devonshire, Lord
President of the Council, the Hon. W. P.
Reeves, Agent-General for New Zealand,
moved a resolution urging the prompt removal
of the obstacles which delayed Great Britain's
co-operation in the scheme for a telegraph
cable to connect the Dominion of Canada with
Australia. The motion was adopted.The susceptibility of the lower animals to the
bubonic plague has been again demonstrated.
We read that of the two kangaroos in the Lal
Bagh menagerie gardens at Bangalore, one was
found dead the other morning. On examination
by the Curator the animal, which was quite well
the day previous had swellings on both sides
of the neck and glands, resembling those of the
monkeys and squirrels which succumbed to the
plague.M. V. W. JADOVSKI, the Russian Plenipoten-
tiary at Belgrade, has taken his departure from
Serbia. The Minister is offended because he
was not invited, along with other Ambassadors,
to a recent Court dinner. He regards the
slight as a deliberate affront to Russia. It is
believed that the discourtesy was due to M.
Jadovski having represented that the Czar
viewed with displeasure, ex-King Milan's pre-
sence in Serbia, and his interference as Com-
mander-in-Chief of the Army with the affairs
of the country.A NEW railway from Germany to Italy is, we
hear, in contemplation. The line is to be
called the "Vinschgau Railway," and is to start
from Landeck, on the famous Arlberg line, and
to continue through the Vinschgau Valley, by
Reschenfeld, Meran, Trafoi, and Bormio,
to Milan. Apart from the benefit which would
accrue to the German export trade from what
would be the shortest route from North
Germany to Italy the railway would be one of
the finest Alpine lines in the world, as it would
lead through the Ortler Mountain groups, and
traverse the famous Stilfserjoch, the highest
road in Europe, through a tunnel 7,500 meters
long, while the St. Gotthard tunnel is over
14,000 meters.THE German cruiser *Irene* having returned
to Hongkong in consequence of some pressing
repairs, the three bags of mails for Foochow
and Pagoda Anchorage sent per the cruiser on
Wednesday, 5th inst., have been returned to
the Post Office. They were unfortunately
received too late to go on by the *Haitan*.We note that the forest of flagstaffs on the top
of Queen's Buildings, the new block of offices
near Pedder's Wharf, is gradually displaying the
various houseflags of the Colony as the different
firms take up their quarters. The building has
a most imposing appearance and the firms
occupying it are to be congratulated upon its
fine situation.AN edict has been issued to the effect that all
Russian railway carriages must be lighted by
electricity by means of a separate accumulator
for every carriage. First class compartments
will be lighted by 100 candle power lamps;
second class by 80 candle power, and third
class by 50 candle power lights. In every com-
partment stearine candles must be also supplied
in case the electric light refuses to act.SMITH and Jones were talking one day about
their business interests. Smith was an hotel
man and Jones was a manufacturer's agent.
"I say," said Jones, "however do you use such
an enormous quantity of pears and peaches?"
"Well," replied Smith, "we eat what we can,
and what we can't eat we can." "Indeed!"
said the other; "we do about the same in our
business." "How is that?" When sell an
order when we can sell it, and when we can't
sell it we cancel it."It will be interesting, says the *Madras Mail*,
to watch the results that follow the large reduc-
tion in goods traffic rates that will be brought
into force by the Madras Railway from the 1st
proximo, as the result of the rates-war with the
Southern Mahatras Railway. It is considered
in some quarters that there will be a large
expansion of traffic from Bombay into the
Madras Presidency, to a great extent at the
expense of the import trade of Madras. The
position will in any case require careful watch-
ing by Madras merchants. It seems probable,
too, that the reduction in rates will enable
very large rail-borne imports of Bombay salt
to be made at the expense of the Madras
article.THE effect of railway building upon trade is
illustrated in a fashion very discouraging to
the British merchant by Captain Chevenix-
Trench's report on Indian trade in Central Asia.
That with Chinese and Russian Turkestan
through Kashmir and Tibet, which had doubled
in the decade 1886-96, has shown since that
date a woeful falling off, owing to the over-
powering competition of the Trans-Caspian
railway with the caravan routes over the snowy
passes of Ladakh. The market is hopelessly lost
to English wares, which are everywhere ousted
from the bazaars by those of Russia. Cotton
goods, which hitherto to a certain extent held
their place, are also being supplanted owing to
the bounty ruses paid to the Russian trader,
which covers the cost of freight from Moscow
with a fraction to spare.It is well-known that the Armstrong Company
are building two large cruisers, the *Haitan*
and *Tuichit*, for the Chinese Government, and
Messrs. Buchheister and Co., who arranged
the contract, received a telegram yesterday re-
porting that the *Haitan* had just had most
satisfactory trials, her speed being 24.1 knot,
making her the fastest cruiser now afloat.The length of these cruisers over all is 424 feet, and
between perpendiculars 306 feet, breadth
extreme 46 feet 8 inches, mean draft 16
feet 9 inches, and displacement 4,300 tons.
They have twin-screw engines, giving 17,000
horse-power with forced, and 12,500 with
natural draught, and eight boilers working at a
pressure of 155 pounds. Their armament com-
prises two 8-inch quick-firing guns, ten 12-cen-
timetre quick-firing, sixteen 47-millimetre guns,
and six 37-millimetre, all of 45 calibre, and
five torpedo tubes. They will begin their
career under the dragon flag; it would be in-
teresting to know what flag they will eventually
carry.—N. C. D. News.It will come as a surprise, says a home paper,
perhaps even as a shock to most people, to
learn that there is a real House of Lords in the
United States. It is situated in the States
of New Jersey, and its members, although citizens
of the United States, are, at the same time,
vassals of her Majesty, Charles II. gave to his
brother James the land which is now New
Jersey, and James in his turn gave the land to
twelve of his friends, with a deed of grant
creating them and their descendants "lords."
The Lords meet twice every year in Perth
Amboy, in a little two-roomed house erected
on the site of the first meeting-house, which
was erected in 1636. They are summoned by
a crier with a bell, dressed after the manner of
a befeathered. His summons begins with the
usual "Hear ye, hear ye, hear ye—all manner
of men to whom these presents do come, that
in pursuance of his Majesty King Charles," etc.
The lords, who have been waiting in the outer
room, then proceed to the inner or council
chamber, where their deliberations are presided
over by the President.

LAWN TENNIS.

H. K. C. C. TOURNAMENT.

The Secretary of the Hongkong Cricket
Club has kindly forwarded to us the programme
and list of entries for the Club's Lawn Tennis
Tournament. For the Championship there are
eighteen entries. The entries for the
Double Handicap number twenty-six and the
Handicaps range from one thirty to receive
three-sixths fifteen. Twenty-five have entered
for the "A" Class Single Handicap and twenty-
six for the "B" Class. The entries for the
Professional and Commercial pairs number
fifteen and those for the Veterans' Single
Handicap ten.ROYAL WELSH FUSILIERS
INSTITUTE.Last week a representative of this paper was
asked to have a "look round" and see for
himself how the soldier is provided for and
what arrangements are made for his recreation,
and, if he be so minded, what opportunities
are given him for improving his position in life
when leaving the service of Her Majesty the
Queen. The Royal Welsh are to be com-
mended on having officers who have taken
up the question of Tommy's welfare in such
a thoroughly practical and common-sense way.
Temperance is encouraged, by recognising the
fact that a soldier is the same as any other
mortal and will have some form of stimulant,
the officers have gone to work to see that the
quality supplied in barracks is the best that can
be obtained. Not content merely that the
quality is of the best, rooms have been provided
and beautifully furnished where the men can
congregate for conversation or games and have
a quiet drink together, and any man who be-
comes at all inclined to be troublesome, or is
seen to have had too much, is immediately
removed to his own quarters, without the credit
of the service being impaired, as it is by men
who disgrace the Queen's uniform by drunk-
craziness in the streets. The apartments allot-
ed for recreation are divided into three, and are
entirely distinct from each other. The
N.C.O.s. and sergeants have their own bar,
reading and dining rooms, and billiard
table. The Junior N.C.O.s. up to the rank of
tull corporal have their own reading room
and bar attached, but by regulations have to
dine with the privates. The privates have a
large recreation room containing a billiard
table, all the daily papers and the English
papers and magazines. The three sections, are
not encouraged to mix together, a private not
being allowed in the sergeants' mess nor
those of higher rank among the privates, unless
on duty.The great feature of the institute is the admir-
able arrangements made to enable a soldier to
get little extra delicacies for supper or to
supplement his Government allowance.
With regard to the publication of the internal
tariffs, however, the information gleaned by
Mr. Brennan was not satisfactory, as it trans-
pired that, although most articles of foreign
import are nominally liable to a 10-11 tax
of about two per cent, the system of
collection is so singular that there is really
no actual guarantee obtainable as to its
amount. Your Committee accordingly ad-
dressed Her Majesty's Minister at Peking
on this question, pointing out the impolicy
of the recognition of the 10-11 tax and urging
His Excellency to insist upon the adoption of
a scheme whereby the existing taxation can be
guaranteed and the illegal exactions which
at present hamper trade finally abolished. To
this communication no answer has yet been
returned.—(Appendix A.)THE SEIZURE OF MR. WATTS'S COAL AT SAUWAN
IN KWANGSI.
A good deal of further correspondence passed
with Her Majesty's Consul at Canton on this
subject early in the year. In the end Mr.
Brennan arrived at the conclusion that Mr.
Watts had not proved his case, and that in a
dispute between two Chinese it was not for
him to go behind the Magistrate's decision.
(Appendix B.)THE PINNACLE ROCK FUND.
The efforts made last year to bring the exis-
tence of this fund prominently to the attention
of the Naval Authorities, Consuls, and Mar-
itime Customs Authorities with a view to offer-
ing rewards, to induce the Chinese fishermen
to make known hidden dangers on the Coast,
though cordially taken up by the various
authorities, have not been prolific in actual
results, the only award made being one of £50
to Captain P. of the Chinese gunvessel *Am-
lung*, for assisting to point out the submerged
rock on which the steamer *Amoy* struck in the
Haitan Straits on October, 1897. As, how-
ever, the fact of the existence of this Fund has
now been made so widely known, it is hoped
that further claims will be made upon it when
new surveys are in progress. (Appendix C.)THE RECTIFICATION OF THE BOUNDARIES
OF HONGKONG.
The unsettled state of affairs at Peking and
the concessions obtained by other Powers from
China induced your Committee early in May to
endeavour to impress upon the Foreign Office
the opportunity of pressing the demand on
the Chinese Government for the long-needed
extension of the boundaries of this colony.
The changed conditions under which warfare
can now be conducted had rendered it impera-
tive for the safety of the harbour that its
approaches should be secured; whilst the
growth of the population, the development of
the industries, the increase of the imports;
and the desirability of providing for its future
expansion alike called for some enlargement
of its boundaries. Your Committee therefore
addressed strong representations to the Noble
Lord the Secretary of State for Foreign Affairs
both by telegram and by letter. Again, in
July, when the conditions of the convention
signed at Peking on the 9th June by which a
large area at the back of Kowloon together
with Lantau and other islands were leased to
Great Britain for ninety years, it became
known that a condition had been incorporated
therein by which the city of Kowloon was to
be made a Chinese reservation, your Com-
mittee promptly addressed a vigorous protest to
Lord Salisbury on the subject, both by wire
and subsequent despatches. Learning later that
the Imperial Maritime Customs were claiming
new concessions which would materially
restrict the freedom of the trade of the port,
further protests in the shape of despatches
and resolutions were addressed to the Hong-
kong Government for transmission to the
Foreign Office and to the British Minister at
Peking and a full statement of the objections
to the reservation of Kowloon and the proposed
formal establishment of the Chinese Customs
in Hongkong communicated to the London
Chamber of Commerce with an earnest request
for their assistance in the matter. What has
been the result of the Chamber's representations,
in which they worked in line with the China
Association and the Navy League, has still to
be learned, for the Secretary of State for
Foreign Affairs has apparently not yet found
opportunity to reply. There is, however, judg-
ing by recent official statements, reason to be-
lieve that the protests made have not been
without good fruit inasmuch as the Customs
Stations are to be removed from the Colony
(Appendix D & E.)

AFFAIRS IN UGANDA.

Major McDonald has explained the causes
which made it necessary for him to return to
Mombassa, instead of pushing northwards and
forming a junction with the British troops at
Fushohi or Omdurman. The Major was de-
layed for several months by a serious mutiny
among his black troops, and was compelled to
give battle to rebel tribes. His expedition
traversed a considerable portion of the British
sphere immediately south of the border of
Abyssinia and reached the latitude of Lado-
near the northern end of Lake Rudolf. It was
then obliged to return owing to lack of pro-
visions. A British garrison was stationed be-
tween Lake Rudolf and the White Nile.

THE CATASTROPHE AT TOULON.

A terrible disaster took place near Toulon,
in the South of France, at an early hour on the
5th. The naval magazine at Lagouanne exploded
at 2 a.m. Sixty-four persons were killed,
including four sentries, and at least 110 residents
of the neighbourhood were injured. Many
people were thrown out of their beds by the con-
cussion, and they rushed into the streets in
their night attire. A terrible panic ensued
among the residents. Many houses were
demolished, and numbers of people were
buried in the ruins. All the windows of the
houses for miles around were smashed,
and chimneys were thrown down. In many
instances the injured persons were
miserably mutilated. A corporal in charge of
the magazine was literally scalped. Huge
stones were hurled some distance. A vehicle
was blown from the road into the sea, 100 yards
away, and the occupants were drowned. The
explosion was felt at Nice, nearly 80 miles dis-
tant. The explosion is attributed to chemical
decomposition in a box of smokeless powder,
which ignited, and exploded sections of powder.
The naval authorities suspect that the explosion
was not the result of accident but was caused
by an anarchist.Immediately on news of the catastrophe
being received, the Prince of Wales telegraphed
to President Loubet, assuring him and the
French people of the sympathy of Great Britain.
Messages of condolence were also forwarded
by the Emperor of Germany, the Czar of
Russia, and other exalted personages.

SECRET COMMISSIONS IN TRADE.

"R. J. M." writes to a home paper:—"There
is a great deal of talk about the more effectual
prevention and punishment of bribery and cor-
ruption of and by members, officers, or servants
of corporations, councils, boards, commissions,
or other public bodies. (Act 1889, 52 and 53
Vict., c. 69). Under this Act any person con-
victed shall be liable to imprisonment for any
period not exceeding two years, or pay a fine
not exceeding £500, or both imprisonment and
fine, &c. Would not the extension of this Act
to trade generally, with a corresponding modifica-
tion of the penalties, be sufficient to arrest, if not
entirely cure, this cancer of modern commerce?"HONGKONG GENERAL CHAMBER
OF COMMERCE.The following is the Committee's report sub-
mitted to the annual meeting held on Wednes-
day:—The Committee have pleasure in now sub-
mitting to the Members of the Chamber the
following report of their proceedings during the
past year.INTERNAL TAXATION ON FOREIGN GOODS
IN THE TWO KWANGS.It will be remembered that in 1897 a protest
was addressed to the British Minister at Peking
against the practice in the Two Kwangs of farm-
ing out the taxes, and His Excellency was at
the same time requested to use his influence
to procure from the Authorities publication of
the internal tariffs, it being of great importance
to merchants and traders to know what tax-
ation goods have to meet after being franked
by transit pass. On this head further corre-
spondence has been carried on, and it was
elicited that a concession allowing imported
goods to be sold in transit, under certain trifling
formalities, had been agreed to at the
suggestion of the German Minister at Peking.
As an additional result of the representations
made on

the proposals of the Indian Government to withdraw ten crores of currency from circulation annually for the purpose of establishing a gold standard in India, would be injurious and tend to aggravate the evils now existing in connection with the currency in that country.

THE RENTAL OF WHARVES IN HONGKONG.
The local Government having in September last, by an Order in Council, suddenly raised the rental of wharves and piers to about ten times the amount hitherto charged, the Committee addressed an earnest remonstrance to the Executive on the subject, pointing out that in the case of the steamboat companies, who only maintained these piers for the convenience of passengers and derived no revenue from them, great hardship would be entailed, and that the excessive increase in the rent was calculated to restrict the landing facilities in the colony. The Government, in reply, expressed regret at being unable to modify the scale of charges; but in December last His Excellency the Governor made an Order in Council repealing the above-named Order together with the new regulations under it, and an amended tariff on a more reasonable scale is now under consideration.

THE WORKING OF THE POST OFFICE.
During the past year the unsatisfactory working of the Post Office entailed a mass of correspondence, in which numerous complaints of delay in delivery of mails, of misdirected correspondence, and of theft or disappearance of important letters formed the most conspicuous features. In response to urgent representations on the subject from this Chamber, Major-General Black, then administering the Government, beside instituting several reforms and precautions in the service, suggested to a Colonial Office the necessity of appointing a trained officer from England to fill the vacancy caused by the retirement of the Assistant Postmaster General, with a view to securing efficiency in the working of the Postal Department; but your Committee now learn with regret that an officer, who has only had a local experience in the West Indies, has been appointed to succeed Mr. Northcote in that post. The Committee welcome the appointment of Commander Hastings to take charge of the Post Office on account of his well-known energy, but nevertheless fear that until new officers are provided and the staff strengthened, some causes of dissatisfaction must still continue to arise.

REDUCTION OF PERIOD OF CROWN LEASES.
Acting on instructions from the colonial Office, the Government have reduced the period for which leases of Crown Lands were granted, viz. from 999 years to 75 or at the most 99 years. Your Committee, considering that this course would not only place existing lots at an unfair premium but was calculated to restrict the demand for land and therefore to delay or prevent the expansion of the colony generally, addressed a strong remonstrance through the Government, Mr. Chamberlain, in reply, adheres to his decision, but states that terms will be embodied in leases providing for renewal at the time of expiry thereof at such an advance in Crown rent as is justified by the then value of the land, and without fine, for a further similar period, and that in case of resumption for public purposes compensation will be given. This decision is very unsatisfactory.

STORM WARNINGS.
In June last, your Committee, having regard to the suspension of telegraphic communication with Manila, which was the result of the receipt of the customary warning of the approach of typhoons formerly sent by the Manila Observatory, suggested to the Government the possibility of securing a supply of weather telegrams from South Cape, Formosa. The Government, in reply, stated that they were already in communication with the Government of Labuan, and hoped through the French Consul to secure observations from two stations in Annam, but that the Lighthouse at South Cape had been destroyed by the Chinese before the war, and that the cable between Tientsin and Fochow had been cut. Since that time the cable communication with Manila has been restored, and it is to be hoped the weather telegrams from that port will be continued as promptly and efficiently as under the Spanish Administration.

PROPOSED WATERSIDE OF REFUGEE.
A suggestion having been laid before the Committee in September for the formation of a harbour of refuge for small craft in the western end of the harbour of Hongkong, the proposal, which was to construct a breakwater from Slaughter House Point giving an area of about eighty acres, seemed feasible, and the idea of providing a refuge to leeward very desirable on account of its easy accessibility without towage, a letter was addressed to the Government recommending the scheme for favourable consideration. The Government, in reply, raised several points, the chief being how and from what source the cost of the undertaking could be defrayed, whereupon the Chamber responded that the cost of the work should come out of the general revenue of the colony, and deprecated any attempt to provide the funds by the imposition of new taxes on shipping. His Excellency the Governor, who had meanwhile arrived, has since expressed regret that owing to the heavy expenditure such a work would involve, he is unable to recommend it for the present to the Secretary of State for the Colonies.

PENNY POSTAGE.
At the end of October the Committee received from the local Government a circular from the Secretary of State for the Colonies covering a report from the Duke of Norfolk on the result of the Conference on Postage which the British Empire together with other powers, by the local Postmaster General on the proposal to include this Colony in the scheme and asking for the opinion of the Chamber on the proposed changes. Seeing that the changes had already been decided upon, the Committee replied that they considered the matter had practically been removed from the domain of discussion, but they added that if further opinion were desired they regarded Mr. Thomson's Memorandum as a fair statement of the position of the Colony in this matter.

QUARANTINE.
The recrudescence of Plague last spring here and on the mainland was the signal for a hurried imposition of quarantine on vessels arriving from this port, Macao, Canton, Swatow, &c. at the ports in the Straits Settlements and to the South, as well as at Japan, &c. The Chamber and the local Government addressed protests to the Singapore Chamber of Commerce against such action when only sporadic cases of the disease were present, deprecating the resort to restrictive measures before the real necessity was apparent. The Singapore Chamber, in reply, supported the action of their Government. The plague subsequently increased, and this colony was consequently subjected to the loss and inconvenience attending the quarantining of arrivals therefrom during the whole of the summer months.

MEDICAL INSPECTION OF PASSENGERS.
A cognate question to the foregoing was the medical inspection of passengers arriving in Hongkong from Canton and Macao, and great inconvenience caused by the travelling public by the detention of the river steamers for this purpose as well as the practical resultlessness of such inspection were pointed out to the Government by the Chamber. A modification was thereupon suggested by the Sanitary Board, to the effect that the inspection should take place after the vessel came alongside the wharf instead

of in the quarantine anchorage. To this, however, the Committee were obliged to dissent, since it would involve closing up the ship for some hours and prove even more objectionable than the inspection as previously carried on, and they accordingly urged the discontinuance thereof as being of little real value. It was not, however, until the end of June that the medical inspection of the steamboats was discontinued.

EXPORTERS AND THE SHIPPING CONFERENCE.
A joint letter from a number of firms engaged in the export trade was received in May last calling attention to the sudden changes in the rates of freight homeward made by the Shipping Conference and the want of adequate notice to exporters, whereby the latter were seriously handicapped, and asking the Committee to take steps to bring about an improvement in this state of affairs. In reply, the Committee, while sympathising with the exporters under the circumstances narrated, did not feel justified in taking up the question, which was really a matter between shippers and shipowners, but suggested a united representation on the subject by the exporters to the Conference setting forth the inconvenience caused by the lack of sufficient notice of change in arrangements.

THE MISSION OF LORD CHARLES BRESFORD TO CHINA.
In connection with Lord Charles Bresford's Mission to China and his recent visits to this colony a series of resolutions were passed at a special meeting of the General Committee on the 19th November last, in response to a suggestion made by his Lordship, when passing through in September, giving the Chamber's views on the political and commercial situation, and forwarded to him while in South China. The Committee were especially anxious that the importance to British and foreign trade of Hongkong and its situation *vis-à-vis* the provinces of South China should not be lost sight of in the eager attention being given to the Yangtze Valley as the chief lifeline of China and the abolition of inland customs on foreign goods throughout China, the amalgamation of the Native and Foreign Customs, the suppression of brigandage and disorder in the Two Kwangs, and the throwing open to foreign trade of the entire waterways of China. On the 3rd January a public meeting, under the auspices of the Chamber, was held in the City Hall for the purpose of welcoming Lord Charles Bresford and hearing an address from him. At that meeting, his Lordship gave the results of his observations in different parts of China and strongly advocated the policy of the "Open door," urging as a means towards securing its maintenance the reorganization of the Chinese army, the better to give security in the country and to maintain the Imperial authority. The address was most cordially received and a vote of thanks to the gallant and noble speaker passed with enthusiasm.

THE BANK OF CHINA, JAPAN AND STRAITS (IN LIQ.)—CERTAIN CHINESE SHAREHOLDERS.
In this case, heard in October last at Shanghai, the Tribunal delivered a judgment which practically absolved the Chinese from all responsibility with regard to the unpaid liability on shares subscribed for by them in British joint stock companies. Acting in co-operation with the Shanghai Chamber of Commerce, your Committee addressed a letter to H. B. M. S. Minister at Peking begging that he would use his influence with the Tsung-li Yamen to obtain a reversal of the Tribunal's decision, and that he would insist upon the legality of enforcing the obligations undertaken by Chinese shareholders in foreign stock. A reply was received in January in which Sir Charles Macdonald stated that he was in communication with the Tsung-li Yamen and the Shanghai authorities on the question, and the Committee will be glad to hear that he has succeeded.

THE OPENING OF THE FREE PORT OF KIAOCHOW.
Kiaochow, on the coast of Shantung, the lease of which was acquired by Germany under Treaty with China as a naval and coaling station in March, 1897, was on the 2nd September last opened as a free port. This policy has been adopted, it is understood, in recognition of the liberality which has made so great a success of the free port of Hongkong. The Committee trust that similar prosperity will attend the new free port of the North.

THE CHINA QUESTION AS AFFECTING COMMERCE.
A letter has been received from the Liverpool Chamber of Commerce calling special attention to the resolutions passed at a general meeting of the members after hearing an address by Mr. Verburgh, M.P., on the above subject. Those resolutions trust that the British Government will give every possible assistance to British merchants and capitalists who are engaged in business in China, and that it will especially in the matter of railway construction secure for British enterprise in the Yangtze region similar preferential rights to those which Germany, France, and Russia have already claimed. They also congratulated the Indian Government on surveys for the Burma-Yangtze Railway, and hope that the line will be carried through to Chungking. A reply was promptly returned assuring the Liverpool Chamber that the subject had received the attention of your Committee.

THE FUTURE POLICY OF THE PHILIPPINES.
An inquiry having been made by the Singapore Chamber, asking whether, in view of the annexation of the Philippines by the United States of America, this Chamber proposed making any representations in favour of the fiscal policy for those islands under the new régime being as far as practicable in the direction of Free Trade, communications have been opened with the newly-constituted Manila Chamber of Commerce, and it has been decided to back up the representation in that direction which your Committee intends to address to the Foreign Office. The unsettled condition of the Islands has so far prevented action being taken in Manila on the subject.

SUNDAY CORRESPONDENCE.
Correspondence on the subjects of the Western Australian International Mining and Industrial Exhibition, the Paris Universal Exhibition of 1900, the Adulteration of Aniseed Oil, and the Japanese Customs and the Sale of Opium Cures in Formosa will be found in Appendices Q, R, V, & Y.

THE GENERAL COMMITTEE.
The personnel of the Committee has undergone some changes since its election at the last annual meeting. Mr. G. B. Dowdell resigned in May last, as he was leaving the colony, and Mr. A. McConechie, who had meantime returned, was thereupon invited to rejoin the Committee. In December, the Vice-Chairman (Mr. Herbert Smith), resigned on leaving the colony, and Mr. W. Poate was invited to accept the vacant seat. A letter of thanks was addressed to Mr. N. E. Edin on the eve of his departure for home for the valuable assistance rendered by him during the six years that he served on the Committee.

MEMBERS.
During the past year the Chamber has lost three members only, viz. Messrs. M. S. Sassoon & Co., Messrs. Harvie & Co. and The On Tai Insurance Co., Limited, who have all discontinued business in the colony. The subscription have been admitted to membership subject to confirmation at the annual meeting.

—Mr. G. P. Lammer, Messrs. Smith, Bell &

Co., Mr. P. Brewitt, The Shell Transport & Trading Co. Limited, Messrs. Geo. R. Stevens & Co., and Messrs. Vahder Stegen & Co.

FINANCE.
The account for the year ending 31st December, 1898 have been audited by Messrs. J. Thurburn, and J. V. Vernon. The balance at credit of the Chamber, after transferring \$2,845 to deposit account, raising that fund to \$7,062 was \$1,212.19. The Pinnacle Rock fund from which a payment of \$500 as a reward for discovery of the "Nanpa" Rock was paid, has by the addition of interest increased to \$3,415.93. Both accounts are in the hands of the Hongkong & Shanghai Banking Corporation.

SPEED OF P. AND O. STEAMERS.

"F" writes from Gibraltar to the Times:—"The following facts with reference to the sea speed of a P. and O. passenger steamer, running on the London, Ceylon and Calcutta line, may be of interest to your readers, and may perhaps catch the eye of the chairman of the company. The *Palawan* left London on Friday, February 3, in the afternoon, and arrived at Gibraltar on Thursday, February 9, in the afternoon, having made just six days over the passage, and having made the remarkable average speed of nine and a half knots. The weather was not at any time out of the way, excepting that the wind was ahead, and would have caused little or no delay to a steamer of any power. That in 1889 a P. and O. steamer should take six days to get from London to Gibraltar and be unable to average more than nine and a half knots is scarcely credible, and I venture to think, most creditable to the great company to which she belongs."

"F" appears to have lost sight of the fact that the *Palawan* is a cargo boat and not a mail steamer, and that with craft of this description it is usually the most economical speed and not the greatest that is adopted. If "F" was in such a great hurry to reach Gibraltar it would have been better for him to have paid the extra fare and travelled by a mail boat. It is the cargo that is looked to by the *Palawan's* passengers travelling by her, and should remember that the reduction in fare is probably the result of the cargo boat's speed. We have met many passengers by the P. and O. cargo boats and all speak very highly of their comfort.

THE LATE LORD HERSHELL.

Special steps have been taken by the Imperial Government to honour the obsequies of the late Lord Hershell, President of the American-Canadian Commission. Lord Hershell, while visiting Washington, fell on the ice and fractured his pelvis, death succeeding some days later from failure of the heart's action. The Imperial Government at once offered to place a warship at the disposal of Lord Hershell for the conveyance of the remains to England, and this suggestion has been accepted. Almost simultaneously the United States Government expressed a desire to detach a cruiser for the same purpose, and it is probable that the American vessel will follow as escort.

The funeral service held, preparatory to the body of the late Lord Hershell being conveyed from America to England, was largely attended by the representative people of Washington. Amongst others present was the President of the United States, the Vice-President, and the members of the Cabinet. The service took place at St. John's Episcopal Church, Washington.

Her Majesty the Queen has thanked the President of the United States for the honour paid to the memory of the late Lord Hershell by America, in offering a warship for conveying the remains to England, and for the sincere sympathy displayed by the American people.

The remains of the late Lord Hershell are to be conveyed to England by H. M. S. *Talbot*, 5,000 tons, second-class cruiser, in commission on the North American Station.

THE NEW HEBRIDES.

The Right Hon. J. Chamberlain has made repeated representations to the French Government urging that French traders in the New Hebrides should be subjected to similar restrictions as are imposed on Britishers in respect to selling intoxicating liquors and firearms to the natives. Mr. Delessé, however, has failed to accede to Great Britain's request. Mr. Chamberlain would gladly support an international arrangement for the total prohibition of the sale of liquor and firearms to inferior native races. The difficulties in the way of such an agreement have been hitherto insuperable. Even should France continue to give her traders full freedom to sell what they please in the New Hebrides, the restrictions upon British traders will be retained.

NOTANDA.
CALENDAR.
APRIL.
Meteorological means based on ten years' observations to 1893.

Barometer 29.958
Thermometer 59.7
Humidity 85.0
Rainfall 7.58

TO-DAY.
WEATHER REPORT.
On date at 4 p.m. On date at 10 p.m.
Barometer 30.20 30.10
Thermometer 62 62
Humidity 87 76
Rainfall 0.21

TO-DAY.
Friday, 7th April, 1899.

Chinese—27th of 2nd moon of 25th year of Kwang-si.
Sun—Rises 6hr. 5min.
Sets 5hr. 55min.
High water—Morning 7hr. 25min.
Afternoon 5hr. 50min.
Low water—Morning 6hr. 45min.
Afternoon 6hr. 30min.

ANNIVERSARIES.
1739—Dick Turpin hanged.
1842—Defeat of Akbar Khan by Sir Robert Sale's forces.
1853—Prince Leopold, Duke of Albany, born.
1866—Hongkong Mint opened.
1881—Death of the Sultan of Sulu.
1897—Mr. H. A. O'Brien accidentally poisoned at Singapore.

TO-MORROW.
Saturday, 8th April, 1899.

Chinese—28th of 2nd moon of 25th year of Kwang-si.
Sun—Rises 6hr. 5min.
Sets 5hr. 55min.
High water—Morning 7hr. 30min.
Afternoon 6hr. 55min.
Low water—Morning 6hr. 50min.
Afternoon 6hr. 35min.

ANNIVERSARIES.
1842—Lorenzo de Medici died.
1818—King of Denmark born.
1863—\$1,000 reward offered by the Hongkong Government for information leading to the arrest of foreigners employed on piratical craft in the neighbourhood.
1896—*Peking-Normandie* collision at Shanghai; the former, badly damaged and beached.
1897—The King of Siam left Bangkok for England.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Gaelic*) to-morrow.
French (*Salazie*) 10th inst.
Indian (*Chelydra*) 10th inst.
American (*Hongkong Maru*) 14th inst.
Canadian (*Empress of India*) 19th inst.
American (*China*) 22nd inst.

THE N. P. S. S. Co.'s steamer *Tacoma*, sailed from Tacoma for Japan and Hongkong on the 5th instant.

THE N. G. I. steamer *Bornida*, left Singapore for this port yesterday, the 6th, and is due here on or about the 13th instant.

THE N. P. S. S. Co.'s steamer *Victoria*, has arrived at Yokohama, and sailed for Kobe and Hongkong to-day, the 7th instant.

WE are informed that the Messageries Maritimes Co.'s steamer *Salazie*, with the next French Mail, left Saigon for this port this afternoon, the 7th instant.

THE Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" line steamer *Renard* from Antwerp and London, left Singapore for this port on the 5th instant.

THE Toyo Kisen Kaisha's steamer *Aitpon Maru* with mails, etc., which left hence March 4th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Isle de Cuba</i>	at Kowloon Dock.
<i>Isle de Luzon</i>	"
<i>Hind</i>	"
<i>Henry Vailing</i>	"
<i>Chitlagong</i>	"
<i>Hatting</i>	"
<i>H.M.S. Whiting</i>	"
<i>U.S.S. Bennington</i>	"
<i>Columbia</i>	"
<i>D. Juan d'Austria</i>	Cosmopolitan
<i>Phra Chom Klao</i>	"

PASSED THE CANAL.
Outward—7th March—*Afridi*, Calcutta, 10th March—*Renard*, Undaunted, 14th March—*Ask*, 17th March—*Glucius*, 21st March—*Macduff*, 24th March—*Indus*, 28th March—*Heidelberg*, 31st April—*Ben-laviers*, Hector, Windobona, Kunssang, Siberia, Telem.

Homeward—5th April—*Bentley*, Dardanus, Sikh, Sydney.

THEN IT WENT ON ALL RIGHT.

The writer of the letter which I am going to copy for you in a moment has a complaint to make. Rather, perhaps, a complaint to place on record, as the reason for it is passed away for the present and she hopes—and we hope with her—that it may not return. The complaint does refer to my relative, friend, or foe, but to her own heart. It did not work well. It was weak, and for a long time she was unable to find means to make it do better. Which was a serious matter, inasmuch as the vigor of the circulation of the blood always depends upon the force wherewith the heart drives it.

Still, it seems to me we ought to be a bit indulgent towards the heart in view of the labour it has to perform. Remember that it never takes a full minute's rest at one time, night or day, from the instant it begins at your birth until, like a muffled drum, it ceases for good and all—life's funeral march to the grave being over. During all this while, ten years or a hundred, the heart has got to keep on pumping blood through your body at the rate of from 130 to 160 times a minute in childhood to 50 or 60 in old age. If you happen to be a mechanical turn of mind, you may wonder you figure out how much this stands for in units of horsepower for a given size and time. If not, you can take my word for it that, merely as a machine, the heart deserves your respect. So long as it goes ahead steadily, up hill and down dale, hammering away softly but strongly, you have a good reason for your existence. It is but when it begins to get weak, or skips a stroke now and then, you call in the doctor, who puts the tip of his finger just below the base of your left thumb, looks wise and solemn (as before the occasion), and says, "Ah, yes, yes, you see, I see." But what does he see? He doesn't tell you that he has seen medicine, and mentions what he will look in again.

But as to the letter I spoke of. "For many years," the lady says, "I suffered from digestion and weak heart. Very little exertion made me feel weary and tired. Cold, catarrh, sweats broke over me. I had a poor appetite, and after meals an aching pain at the chest and a miserable sinking feeling at the stomach. I had no taste for food, but when I ate, my heart became so weak I was barely able to get about, being no longer able to do my housework."

"Owing to the trouble at my heart I obtained no proper rest at night, and often walked about my bedroom at night. Many times these attacks were so bad I thought I was dying. During the day I was so exhausted sometimes came upon me and I was obliged to go to the floor for fresh air."

"Year after year I suffered like this; now a little better, now as bad as I could be. In November, 1897, while on a visit to Croydon, my son-in-law persuaded me to try Mother Selig's Syrup. He got me a bottle, and after taking it I experienced great relief. The pain at my heart was easier, and I felt better as a whole. I could eat well and the food agreed with me."

"I now feel encouraged to continue using this remedy. Soon I was in better health than for years, the heart trouble having disappeared altogether. Since that time when I feel anything ailing me a few doses of Mother Selig's Syrup never fail to give the desired relief. I have told many persons of the benefit I have derived from it, and hereby consent to your publishing this statement should you wish to do so."

(Signed) (Mrs.) William Harrington, near Wickford Hill, Clare, Suffolk, November 12th, 1897.

Now what all Mrs. Harrington's heart? Why, precisely the same things that all her lungs, her nerves and her muscles are crying out for. There she is, a weak heart but not a diseased heart. The heart is a muscle, and (seeing the prodigious lot of work it has to do) necessarily a strong, active muscle. But it will not work without any more than you or I will. With all the rest of the body it has got to be sustained and strengthened by food. Here we have the point then. The lady was afflicted with chronic indigestion. For this reason her whole body grew weak—the heart, of course, with other parts of the engine. Hence all the symptoms she names. Her immense all-round weakness and pallor, down to that same old dyspepsia. When Mother Selig's Syrup made the digestion of plenty of food possible, the heart went on all right, like a new-fledged clock.

Shipping.
STEAMERS.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"KOHINUR."
Captain H. Elliot, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 7th April, 1899. [4592]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"LIV."
will be despatched for the above port, on or about the 12th April.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 4th April, 1899. [4593]

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PYRRHUS."
Captain Batt, will be despatched as above on MONDAY, the 17th instant.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th April, 1899. [4634]

Consignees.
NORDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
S.S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Transshipment, and other goods being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 14th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 11th instant, and MONDAY, the 17th instant, at 9.30 A.M. All Claims must reach us before the 21st instant, or they will not be recognized. Bills of Lading will be countersigned by the Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co., Agents.
Hongkong, 4th April, 1899. [4514]

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, LONDON, PENANG AND SINGAPORE.

THE Steamship
"DIAMANTE,"
Captain Cobban, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.
SHEWAN, TOMES & Co., Agents.
Hongkong, 5th April, 1899. [4515]

To be Let.
TO LET.
OFFICE ROOMS on 1st floor of No. 47, Queen's Road, Central, (late the IMPERIAL BANK OF CHINA).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [3982]

TO LET.
SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY now occupied by the Bowington Saw Mills.
FLOORS in STANTON and ELGIN STREETS.
"BAHAR LODGE."
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th April, 1899. [12]

TO LET FROM 1ST APRIL.
THE COMMODOUS OFFICES on the GROUND FLOOR of No. 9, Praya Central, now occupied by Messrs. DODWELL & Co., LIMITED.
Apply to
E. D. SASSOON & Co., Agents.
Hongkong, 16th March, 1899. [3593]

Hotel.
WINDSOR HOTEL.
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM, Proprietor & Manager.
Hongkong, 3rd April, 1899. [12]

NOTICE.
NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:
ERICK, RICKMERS, German ship, Warthmann—Arnhold, Karberg & Co.
QUEEN, MARGARET, British ship, Fraser—Standard Oil Co.
SINKA, British bk, Heister—Order

Hotel.
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ERICK, RICKMERS, German ship, Warthmann—Arnhold, Karberg & Co.
QUEEN, MARGARET, British ship, Fraser—Standard Oil Co.
SINKA, British bk, Heister—Order

Hotel.
WINDSOR HOTEL.
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM, Proprietor & Manager.
Hongkong, 3rd April, 1899. [12]

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